

EXHIBIT NO. 6DATE: 2/19/09BILL NO. SB 383**McGill, Tammy**

From: Russ Ehnes [russehnes@bresnan.net]
Sent: Thursday, February 19, 2009 12:26 PM
To: john@senatorjohn.net; McGill, Tammy; 'Mona Ehnes'; rahagan@MSN.com; coryswanson@bresnan.net
Subject: MTVRA Testimony SB 383

Attachments: DSC_0868.jpg; DSC_0869.jpg; DSC_0870.jpg; DSC_0871.jpg



DSC_0868.jpg (36 KB) DSC_0869.jpg (38 KB) DSC_0870.jpg (49 KB) DSC_0871.jpg (41 KB)

Dear Chairman Brueggeman,

Please accept the following along with the attached photos as testimony of The Montana Trail Vehicle Riders Association in regards to SB383.

Best Regards,
 Russ Ehnes, Vice President, MTVRA:

Senate Highways & Transportation Committee

February 19, 2009

RE SB383

Chairman John Brueggeman
 Committee Members

The Montana Trail Vehicle Riders Association (MTVRA) represents OHV enthusiasts from around Montana. The membership of 3,000 is a combination of individuals, families, businesses, and local OHV organizations. MTVRA also appears before you representing the OHV enthusiasts are not members of the association, who use their OHV to enjoy Montana trails and roads for many diverse recreational purposes.

MTVRA opposed SB383 requiring full size license plate on the front and back of all off highway vehicles. We believe the current registration is fair and equitable. The permanent license plate for those vehicles meeting the standards for on road sue and a permanent decal option for any OHV used on public lands establishes vehicle ownership, helps support the OHV programs, and is a means of identifying the OHV. MTVRA has worked to educate and encourage OHV owners to register their machines thru public service announcements, newsletters and peer pressure.

SB383 would adversely affect our riders. MTVRA testified to the safety issues involved with requiring the motorcycle size plate on the small OHVs as proposed in SB247. HB 383 would compound the safety issue with a full size plate. These vehicles are not designed for a rear or front plate and lack the hardware for mounting.

We would ask that you examine the fiscal note on this bill and compare the figures used on SB347 to this note. We believe these analysis bear very close examination as there are conflicting figures presented by the same department.

. SB347: item 15, page 3; there are 58,234 currently registered OHVs and an a additional 10,000 OHVs purchased and registered annually.

. SB383: item 2 & 3, pg 2; there are 74,874 currently registered quadricycles and OHVs & 3. It is assumed 13,000 quadricycles will be registered annually.

. Information supplied by the Title and Registration Bureau to University of Montana for an OHV study done this last fall showed the increase in registrations as:

. 2004 to 2005; 7,000	2005 to 2006; 6542	2006 to
2007; 6,114		

. The study also stated "Recent changes in titling of OHVs resulted in a large increase in the number of registered machines. Persons with unregistered OHVs too advantage of the perpetual license for recreational vehicles".

The fiscal note projects a windfall for the General fund based on assumptions and inflated estimates. We believe these assumptions are not credible and question the methodology used to prepare the fiscal note. The discrepancy in these assumptions confirm the questions of bias our community has of agencies 'plans and conclusions' that affect our access and activities.

. Current motorcycle license plus a decal on that plate to show off highway use; what size decal and how will enforcement see that decal?

. The Quad that is currently licensed with one plate on the rear must have new set of plates or just the new decal on the current plate?

. Does this require then a separate plate for OHV's that are not used on road? How is the vehicle identified by law enforcement on the roads?

We all seem to agree that there are 5% who do not comply with current laws and regulations. While it appears this bill would make them visible, I submit to you that those 5% are quite possibly not currently registered, and if they will not comply with the current regulations, why would they suddenly decide to put two plates on their vehicle? This is another case of trying to solve a small problem by laying a huge burden on the 95%

